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The Committee on Lead-
stacking, White Sulphur

B. ...
C. ...
C. T. Ince

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... Co.

Robert L. Ziegfeld, Secretary
David M. Borcina

The meeting was called to order by the Chairman, R. L. Ziegfeld,
at 2:40 P.M.

The minutes of the meeting of the full committee held on January
18, 1923, were approved.

The chairman then requested the producers present to comment on
the proposed plans presented by Ethyl ... and the ...
Sullivan Mining & Concentrating Co. at the January 12, 1923 meeting.

The American Metal Co. Ltd. representative stated:

"The superintendent of Compañia Metalurgica de Pinos at
Monterrey remarked, 'As to the Ethyl Corporation design of a lead pig
for better stacking, we do not think that it will solve the problem.
Although pigs made with this type of bars will have a much better
consistency, we doubt that with the rough treatment we have experi-
enced the railroad cars are getting in transit, pigs will not hold
together. It is also doubtful that the roads will accept that stacks
be loaded 4 rows high. If ... (maximum 20 pigs
per pile) can be loaded ... efficient
for proper machine loading ... of
the individual pigs on the ... the small
bearing surface of the legs of the bottom row ... the pigs
rest.

"Our users ... the objection ... of the bars
out of the ... be difficult ...
and the ... a ...
top surface. We would have to ...
the first objection. There is ...
piled hot and the bottom row only being supported on the small legs at
each end, bottom bars will bow down in the center."

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The American Oil Drilling and Refining Company representative stated:

"Our Company is sympathetic to the problem raised by the customers although it is not one of their problem and if some practical plan can be worked out, it could be put into being at our various plants without too much extra expense, we could not be opposed to such a change."

"As a matter of fact, we asked our five different refineries at the time ago to give this matter careful study and to let us have their suggestions as to how this problem might be met. We have had five different suggestions; however, none of these plans were deemed satisfactory by our people here and therefore we did not burden the committee with these suggestions.

"You will recall that we have previously suggested that we were prepared to go to the expense of changing the shape of the bar at our Omana and Perth Amboy refineries to conform to the shape of the bar produced at our Federal Plant, thereby standardizing the shape of the pig for the trade normally supplied from these plants."

The St. Joseph Lead Company representative stated:

"Two memoranda from our Seller regarding the interlocking pigs proposed by Bunker Hill and the Ethyl Corporation follow: 'Upon receipt of the memorandum of January 18, I wrote them that the idea of a lighter pig had been dropped and therefore their objections to the extra costs of casting and handling were no longer valid.'

January 18, 1953

* Memo to Mr. W. F. Isbell:

The pig suggested by Ethyl Corporation, weighing only 45 lbs. would have all the drawbacks and incur all the increased eating and handling costs noted in a previous memo. I do not believe the cleats on the end of the bar would hold pigs in place without wiring. The small bearing surface (1 1/4" x 2-1/2"), would be hard on car floors.

1. The "Black" and "White" ...
2. ... and in ...
3. ... after ...
4. ...
5. ... as it

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Letter to Mr. Istall:

By increasing the length of the Ethyl Corporation pig to 29 inches longer bearing surfaces could be provided, heights of loads 5 inches could be reduced to about 13-1/8 inches, and cars could be loaded with three rows in each end of the car with about the same free space between loads and walls as we now have with four rows of loads in each end. This pig could be 29 inches long, 4-1/8 inches wide at the top, 2-1/8 inches high over all with end lugs, 1 inch high with a draught of about 1/8 inch per inch of height to weigh approximately 100 pounds.

F.S.H. 10

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Increasing the length of the pig to 29 inc. was opposed by all present, also, any use of pigs as dunnage was also strongly opposed. There was also some objection expressed on the use of higher piling which would be more apt to topple.

The Ethyl Corp. representative presented a drawing of their experimental design for a lead pig which was then discussed. As a result of the discussion, several changes were deemed desirable. These were incorporated in the attached drawing dated May 13, 1953. The original drawing dated January 1, 1953, attached as Exhibit "A" was not circulated other than to those present at the meeting. The drawing dated May 13, 1953 is marked Exhibit "B."

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There being no further business, the adjourned session of the
4:00 P.M.

Robert L. [unclear]
Secretary

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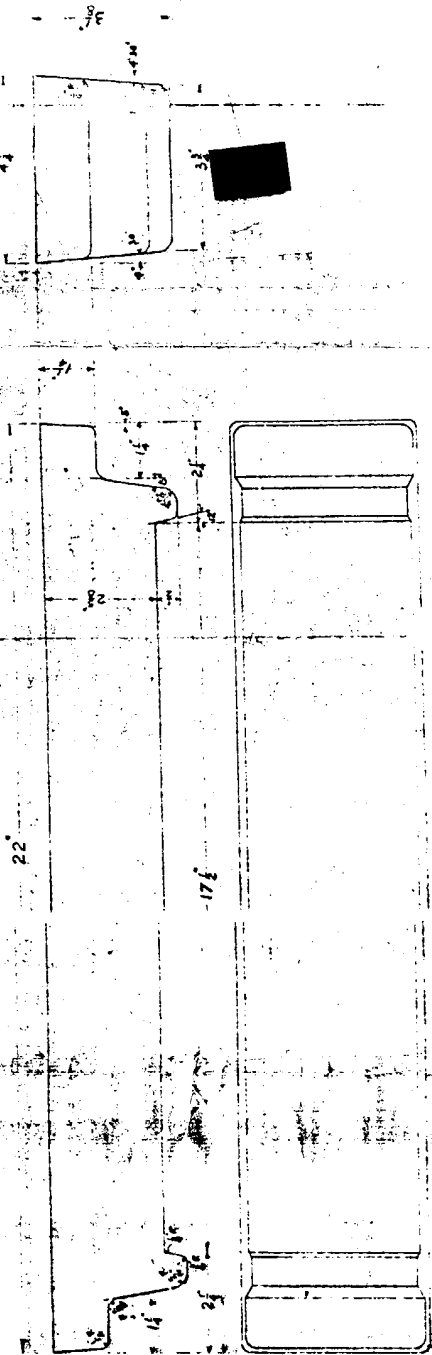
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1. Pig shown weighs about 50 lbs. Weight can be increased to 100 lbs. by increasing height from 4-1/8 inches to 4-1/2 inches.
2. A 2,500 lb. pig and a 100 lb. pig covers area of 1.3 square feet. Over weight (2,500 lb) * 1/2 = 1250 lb. 1250 lb. * height of 2,500 lb. pig of 4-1/8 inches = 17 to 19 inches.

SF-52408



LEAD PIG or PURE LEAD 93103 M.M.C.
ALLOY LEAD 06102

NOTE:

[illegible]

REV. C. L. ...
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